

VADEVILLE BY CUPID IN INDIANA COURTROOM

Divorce Suits, Alienation Action, and Wedding.

SHOW LASTED TEN MINUTES

Both Divorces Granted, the Alienation Suit Compromised, and a Wedding of the Divorced Celebrated in That Short Time—Injured Parties the Guests.

KOKOMO, Ind., March 26.—In the Howard Circuit Court, within ten minutes, two divorces were granted, an alienation suit compromised, and a wedding celebrated. The bride and groom were the defendants in the divorce cases.

A few days ago Mrs. Bertha Barnes filed suit against her cousin, Mrs. Effie Vernon, asking \$10,000 for alienation of the affections of her husband, William Barnes. She also sued Barnes for divorce.

Elijah Vernon also asked for divorce from his wife. The whole matter terminated last evening. Judge Mount granted decrees of divorce in both cases. Immediately following, Barnes secured a license to marry Mrs. Vernon, and a courthouse wedding followed, at which the injured husband and wife were guests. The alienation suit was compromised for \$200.

J. PIERPONT MORGAN TAKES WITNESS STAND

(Continued from First Page.)

1836, and was a director of the road about 1832.

He said that he had absolute charge of the reorganization of that road. Asked for an outline of that reorganization Morgan replied that he would prefer to offer a plan of the reorganization.

"If the Northern Pacific should issue new stock or raise money, would it be done through your house?"

"I would expect it to be."

"Was any member of your firm designated to attend to the finances of the Northern Pacific?"

"No."

"You have loaned sums of money to the road?"

"At times."

"Do you know James J. Hill?"

"I do."

"Do you remember that at the time of the reorganization Mr. Hill purchased \$25,000,000 worth of Northern Pacific common stock?"

"He did; but the exact amount I don't remember. Several men were associated with him in the purchase."

"Do you remember the names of those associated with Hill?"

"I do not."

"Do you think that \$25,000,000 is a large amount of money?"

"No; because the stock sold for only about \$15 a share, making only a \$2,000,000 deal."

"Did your firm purchase at that time any Northern Pacific common?"

"Very likely."

"Are you interested in the Northern Pacific?"

"We are the fiscal agents."

Asked what charges were made for these loans, Mr. Morgan replied that they were frequently made for nothing.

"Have you a great interest in the road?"

"Yes, but I do not know all of its transactions. I know of its policies, though."

"Has not the policy of the Northern Pacific been to conduct its affairs alone?"

"Up to today, yes."

"Do you know if it has had any alliance with any other road?"

"That I know nothing about."

"Has the stock of the road since 1896 and up to 1901 been in any other control than where it is now?"

"No."

"Since you reorganized the road, it has been prosperous, has it not?"

"It has. The market for those stocks has steadily gone up."

"Is the Great Northern Railway a competitor of the Northern Pacific?"

"To some extent, yes."

"Is it not a sharp competitor at various points?"

"I should say yes."

"Do you know in a general way if the Great Northern Railway has been prosperous in recent years?"

"Yes, so I have heard."

"When was it decided to dissolve the voting trust of the Northern Pacific?"

"In October, 1901."

"For what reason?"

"I thought it better to retire the preferred stock at that road was so prosperous in recent years."

"The directors had absolute power to retire the preferred stock. When the Northern Pacific was reorganized, the times were very bad, and the indebtedness was very large, and public opinion was against a syndicate raising a large amount of money. Mr. Coster and myself then decided that we would issue a preferred stock of a smaller amount, and have to pay interest, and which would be better than bonds. This preferred stock was issued, and old debts were taken up and paid. We realized at that time that at a future date the preferred stock would be taken up."

"Who financed this transaction?"

"We did."

"This \$75,000,000 was raised in cash?"

"It was."

"Was there a large number of common stockholders at that time?"

"Yes, though large blocks were held by single parties."

When asked about the plan to retire the preferred stock of the Northern Pacific Company for common stock, Morgan replied that he was a matter of fact to be the board of directors of the road.

"When did you first hear that the Northern Pacific road intended to buy Chicago, Burlington and Quincy?"

"Two years ago I made up my mind that the road should enter Chicago, and the question came up how it should be done. I came to the conclusion that three lines were available, the St. Paul, Wisconsin Central, and the Chicago, Burlington and Quincy."

"Later I suggested to Mr. Hill that we get together and secure the St. Paul. Hill wanted the Burlington, but he finally agreed to take the St. Paul. It was no secret. We went to the directors of the road."

"The reason that Hill wanted the Burlington was because it would bring more freight than the St. Paul."

MARKET OPENED IRREGULAR.

Feature Was Break in Evansville and Terre Haute.

NEW YORK, March 26.—There was an irregular opening in the Stock Market this morning.

Weakness was apparent in the leaders, but it did not last very long, as supporting orders led to a dull and steady tone.

The Grangers were fractionally lower on reports that the winter wheat outlook was not quite as good as recent despatches had led Wall Street to believe.

Amalgamated Copper was moved up sharply on attempts to cover outstanding short contracts.

Firmness was shown by the traction stocks on limited trading. Colorado Fuel and Iron was active and higher, and speculative activity seemed to be largely confined to the Chicago and New York speculators, who have been conspicuous for the past ten days.

The feature of the market during the morning was the violent break in Evansville and Terre Haute, caused by disclosures which will probably result in the cessation of dividend payments.

The coal stocks were also heavy on the news recently received from the Cleveland Federation meeting today.

The ice issues were weak on unfavorable dividend rumors, and another specialty in which recent weakness was shown was Chicago, Indianapolis and Louisville.

The Grangers and Pacific stocks were inclined to sag, notwithstanding favorable weather reports and the fact that the Copper firm was on covering by shorts, and an improved demand for the stock.

Colorado Fuel and Iron was active and higher, although the market seemed to have difficulty in obtaining very much of a following.

A specialty in which bull operations were successfully conducted was Minneapolis, St. Paul and Duluth Steamer.

Money loaned at 4 1/2 per cent. Speculation was restricted by the approaching holiday and the disposition of traders to even up their accounts. There were some apprehensions of a slight flurry in money.

Sales of stocks to 1 p. m., 276,300 shares; bonds, 1,524,000.

WASHINGTON STOCK EXCHANGE.

Sales.—Col. R. R. 5:50@107 1/2. Wash. Loan & Trust: 20@198; 2@200. Union Trust: 4@107 1/2. Gas: 7@81 1/2. Landon: 12@107 1/2. 14@107 1/2. 16@107 1/2. Green: 10@107 1/2. 12@107 1/2. 14@107 1/2. 16@107 1/2. 18@107 1/2. 20@107 1/2. 22@107 1/2. 24@107 1/2. 26@107 1/2. 28@107 1/2. 30@107 1/2. 32@107 1/2. 34@107 1/2. 36@107 1/2. 38@107 1/2. 40@107 1/2. 42@107 1/2. 44@107 1/2. 46@107 1/2. 48@107 1/2. 50@107 1/2. 52@107 1/2. 54@107 1/2. 56@107 1/2. 58@107 1/2. 60@107 1/2. 62@107 1/2. 64@107 1/2. 66@107 1/2. 68@107 1/2. 70@107 1/2. 72@107 1/2. 74@107 1/2. 76@107 1/2. 78@107 1/2. 80@107 1/2. 82@107 1/2. 84@107 1/2. 86@107 1/2. 88@107 1/2. 90@107 1/2. 92@107 1/2. 94@107 1/2. 96@107 1/2. 98@107 1/2. 100@107 1/2. 102@107 1/2. 104@107 1/2. 106@107 1/2. 108@107 1/2. 110@107 1/2. 112@107 1/2. 114@107 1/2. 116@107 1/2. 118@107 1/2. 120@107 1/2. 122@107 1/2. 124@107 1/2. 126@107 1/2. 128@107 1/2. 130@107 1/2. 132@107 1/2. 134@107 1/2. 136@107 1/2. 138@107 1/2. 140@107 1/2. 142@107 1/2. 144@107 1/2. 146@107 1/2. 148@107 1/2. 150@107 1/2. 152@107 1/2. 154@107 1/2. 156@107 1/2. 158@107 1/2. 160@107 1/2. 162@107 1/2. 164@107 1/2. 166@107 1/2. 168@107 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